

Agenda  
for the  
**POND-GROVER LOOP ROAD COMMITTEE**  
City Hall Community Room – 16860 Main Street  
Tuesday, May 24, 2016  
7:00 p.m. to 9:00 p.m. - Community Room @ City Hall

Re: Presentation of Traffic Study by Lochmueller Group

- I. Welcome To Group Members And Opening Comments By Chair Baugus
- II. Approval Of Minutes From The May 10, 2016 Meeting  
  
Documents: [II. DRAFT MINUTES FOR 5-10-16 P-G LOOP RD COMMITTEE MTG.PDF](#)
- III. Discussion Of Topics And Consideration Of Information By The Committee  
  
Documents: [III. SALES DATA 2012-2014.PDF](#), [III. WARD 5 OPEN SPACE MAP AND PARK SIZE COMPARISON.PDF](#)
  1. Discussion On Traffic Analysis By City Of Wildwood/Lochmueller Group  
  
Documents: [POND GROVER LOOP TRAFFIC STUDY.PDF](#)
  2. Comments And Questions From Committee Members
- IV. Public Comments
- V. Next Meeting Date Of The Committee – June 28, 2016 – Tuesday (7:00 P.m.)
- VI. Closing Remarks/Adjournment



## POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings

City Hall Community Room – 16860 Main Street

Tuesday, May 10, 2016

6:30 p.m. to 9:00 p.m.

### I. Welcome to Group Members and Opening Comments

Director of Planning and Parks Vujnich welcomed those members and other individuals in attendance for the site visit. He noted the group would be walking the length of the proposed roadway. The other business items on the Committee's agenda would be discussed at City Hall beginning at 8:00 p.m.

### II. Site Visit – Committee will walk the length of the current roadway/roadbed, beginning at its current terminus at Green Pines Drive - 6:30 p.m.

The Committee walked the property from 6:30 p.m. until 7:45 p.m., and then returned to City Hall.

### III. Approval of Minutes from the March 21, 2016 Meeting

Director of Planning and Parks Vujnich reconvened the meeting at City Hall. He then requested a roll call of attendees, which was completed with the following results:

Pond-Grover Loop Road Committee Members present: Christy Pitney, Paul Pohlers, Debbie Sinden, Ed Marshall (Council Member Ward 2), Joe Garritano (Council Member Ward 8), Jim Baugus (Council Member Ward 3), and Mayor Bowlin.

Other City Officials present: Debra Smith McCutchen (Council Member Ward 5) and Dave Bertolino (Council Member Ward 5).

Staff Members present: City Administrator Ryan Thomas, Director of Public Works Rick Brown, Director of Planning and Parks Joe Vujnich, and Assistant Director of Planning and Parks Kathy Arnett.

A motion was then made by Council Member Marshall, seconded by Committee Member Pitney, to approve the minutes from the March 21, 2016 meeting.

Discussion was then held among the Committee Members regarding the following: the fact that public comments made were not credited to the individual making their statements; staff noted those comments were included in the minutes, but because speaker's cards were not completed, and therefore could not attribute them to an individual; and the reference to Council approval of a document, which was the Town Center adoption.

A voice vote was then taken on the minutes and, with a unanimous affirmative result, the motion was declared approved and the minutes passed.

#### IV. Election of a Chair and Discussion of Meeting Start Time by Committee Members

A motion was made by Committee Member Pitney to nominate Council Member Marshall as the Committee Chair. A motion was made by Committee Member Sinden to nominate Council Member Baugus as the Committee Chair. A vote was taken on each motion, by a show of hands. The vote for Council Member Marshall as Committee Chair garnered one (1) vote in support. The vote for Council Member Baugus as Committee Chair garnered five (5) votes in support. Council Member Baugus was declared the Chair of the Committee.

The Committee Members all agreed that 7:00 p.m. was still an agreeable time to start the meetings, so no change was made to this item.

#### V. Discussion of Topics and Consideration of Information by the Committee

##### a. Introduction to Functional Street Classification System

Director of Public Works Brown provided an explanation of the functional street classification system and the varying types of roadways. He noted that local streets have low mobility and high access, with direct driveway access. They manage a lower volume of trips and their right-of-way widths are generally between thirty-four (34) to fifty (50) feet. An example of a local street would be those roads within the Hickory Manor Subdivision. These roadways are within a fifty (50) foot right-of-way, which also contains sidewalks, the tree lawn areas, etc.

Collector streets are medium duty streets, with longer trip lengths and higher volumes and speeds (than local streets). Collector right-of-ways general measure between sixty (60) feet, like Manchester Road, up to eighty (80) feet. The Pond-Grover Loop Road and Taylor Road are both seventy (70) foot right-of-ways.

Arterial streets emphasize mobility and moving traffic regionally. These streets include State Routes 109 and 100.

##### b. Review of Other Street Extension Projects within the City

Director of Planning Vujnich reviewed the map and descriptions of stub streets that have been made into new developments. A map was provided with projects sorted by land use classifications. The map reflects five (5) connections in the Non-Urban Residential Area, four (4) connections in the Sub-Urban Residential Area, and three (3) connections in the Town Center Area. There are only two (2) exceptions in the City's history, where a stub street was not extended, those locations are the original Wynncrest Subdivision and now Birch Forest Drive into the Villages at Bright Leaf Subdivision.

Discussion was then held among the Committee Members regarding the following: the closing of Turnberry Place Drive by a previous City Council; the staff's lack of support for the closing of Turnberry Place Drive; the timing of the closing of Turnberry Place Drive, prior to the improvements to Clayton and Strecker Roads; the number of links made within Ward 8 (five (5) of the twelve (12)

stub street connections shown on the map) and that those links have been integral in the daily lives of residents in that area; the lack of complaints from residents on the completion of those connections; the number of subdivisions, especially within the Monarch Fire Protection District jurisdiction, where an access roadway has been required for a secondary ingress/egress to new subdivisions, such as Will's Trace, Wildhorse, and Shepard Oaks; and the maintenance of the emergency access being borne by the Homeowners Association of that particular subdivision.

c. Review of Frequent Comments during Villages at Bright Leaf Discussion

Director of Planning Vujnich noted this information was provided, as best as reasonably possible to provide answers or clarifications on comments frequently made during that rezoning process.

Discussion was then held among the Committee Members regarding the following: the opinion that the document was one-sided; the Fire Department's statement they would serve residents in the area, regardless of if the road was extended, but the document says the road was necessary; the example of Will's Trace, where the City was not requiring an additional access point, but the Fire Marshal would not issue permits without it; the question of how close the road would be to homes; and the locations of green space in this vicinity.

Chair Baugus requested that, if Committee Members have comments on this document, to send them to Department of Planning staff. Staff would compile, respond, and send the information back out to all Committee Members. Mayor Bowlin requested a map showing green space locations be provided at the next meeting.

d. Update on Traffic Analysis by City of Wildwood/Lochmueller Group

Director of Public Works Brown noted the consultant was making progress on the study and its final report would be available for the next meeting, in approximately two (2) weeks. He also mentioned the traffic counts were completed, with nine (9) counters in the field, on a day with good weather, and included a license plate analysis.

Discussion was then held among the Committee Members regarding the following: the locations and times of the samplings; the request for a representative from Lochmueller Group to be at the next meeting; and the determination the next meeting would be dedicated entirely to the traffic study discussion.

e. Comments and Questions from Committee Members

VI. Public Comments

Valentin Militchin, 16931 Sandalwood Creek Drive, noted he is an engineer and he does not trust the traffic study, which the City has commissioned.

Debra Smith McCutchen, 16548 Birch Forest Drive, noted she has spoken with the Superintendent of Rockwood School District and he noted the district does not generally get involved in road issues. She

requested a list of where roads were not extended, such as Niere Acres Drive, Wildwood Trail, and Old Grover Estates.

Susan Treiber, 15912 Sandalwood Creek Drive, noted that it was her belief that a representative from Kingstowne Estates Subdivision and the Ward 5 Council Members should be appointed to this Committee. She also questioned if sound walls were going to be installed, since the road will be close to homes.

John Gragnani, 1510 Scofield Valley, noted the City was incorporated because of a road issue and he believes it is important the City listens to the people affected.

Mark Acree, 16630 Evergreen Forest, noted that it was his belief that a representative from his neighborhood should have been included on the Committee. He also requested information on the City's requirements for blasting.

Betsy Vanderheyden, 16560 Birch Forest Drive, supported the dedication of public space and believes a way to incorporate a trail and public space within the Pond-Grover Loop right-of-way, instead of the road, should be considered.

Shirley Roberts, 16016 Sandalwood Creek Drive, questioned how far the roadway would be from her home.

Jane Simpson, 16000 Sandalwood Creek Drive, noted her front door is close to a road and now she'd be getting a road close to her back door as well.

VII. Next Meeting Date of the Committee – Tuesday, May 24, 2016 at 7:00 p.m.

VIII. Closing Remarks/Adjournment

Council Member Garritano requested the new Fire Marshal be invited to the next meeting and that staff contact the Rockwood School District to verify the distribution of students from the Villages at Bright Leaf Subdivision is the same as their letter dated November 19, 2015. The Director of Purchasing and Transportation from Rockwood School District should be invited to attend the meeting, as well.

Mayor Bowlin noted he wants to facilitate an objective process and, therefore, did not want to chair this Committee, since he also chairs the City Council, which will make the final decision on this matter. He also noted he would only vote in the event of a tie.

A motion was made by Council Member Marshall, seconded by Committee Member Pohlars, to adjourn the meeting. A voice vote was taken, with no opposition, whereupon Chair Baugus declared the motion approved and the meeting adjourned at 9:23 p.m.

**Home Sales In Vicinity of Pond-Grover Loop Road (2012-2014)**  
**St. Louis County Data**

# on Map	House Number	Street Name	Subdivision	Through Street/Cul-de-sac	Location within subdivision	Perimeter/Interior Lot Location	Surrounding Elements	Sale Price	Sale Date
1	17220	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	\$ 330,005	4/25/2012
2	17225	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 323,000	5/5/2014
3	17212	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	\$ 399,900	7/31/2013
4	17205	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 355,500	9/24/2012
5	17193	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 343,400	10/2/2012
6	17174	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Corner	Perimeter	Borders Community Park and Windsor Crest Subdivision	\$ 328,400	4/4/2013
7	17127	Lafayette Trails Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 355,000	6/13/2012
8	2275	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 355,000	5/29/2013
9	2262	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 333,000	7/21/2014
10	2263	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 385,000	3/30/2014
11	2233	Sentier Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 310,500	8/6/2012
12	17114	Sentier Court	Lafayette Trails	Cul-de-sac	Central	Interior	Surrounded by other lots	\$ 332,000	1/22/2013
13	17161	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Northeast Corner	Perimeter	Backs to Pond-Grover Loop Road and Retention Basin	\$ 245,000	8/28/2012
14	17108	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Windsor Crest Subdivision	\$ 399,900	5/13/2013
15	17117	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to State Route 109	\$ 323,000	5/29/2014
16	17137	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	East-Central	Perimeter	Backs to State Route 109	\$ 242,555	3/7/2012
17	17218	LeForet Court	Lafayette Trails	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	\$ 350,000	4/16/2013
18	16920	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 244,500	1/2/2014
20	16904	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 260,500	11/18/2014
19	16908	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 296,000	1/30/2014
21	2313	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	\$ 252,000	4/18/2013
22	2312	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	\$ 293,000	4/15/2014
23	2320	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Interior	Corner Lot - interior	\$ 273,000	6/2/2013
24	2327	Paradise Peak Circle	Kingstowne Estates	Through	Northwest Quadrant	Perimeter	Borders Babler Park Estates Subdivision	\$ 258,000	3/4/2014
25	16835	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Perimeter	Borders Babler Park Estates Subdivision	\$ 283,000	4/25/2013
26	16826	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Interior	Surrounded by other lots	\$ 258,000	5/29/2014
27	16829	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Interior	Surrounded by other lots	\$ 276,000	8/27/2013
28	16816	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Perimeter	Backs to Pond-Grover Loop Road	\$ 293,000	5/29/2014
29	16758	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 175,000	2/15/2012
30	16750	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 254,500	4/11/2013
31	16734	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	\$ 259,900	4/29/2012
32	9	Kingstowne Estates Court	Kingstowne Estates	Cul-de-sac	Southeast Corner	Perimeter	Backs to Hickory Manor Subdivision	\$ 300,000	12/4/2014
33	2302	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	\$ 276,735	4/3/2012
34	2303	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	\$ 257,900	5/31/2012
35	16947	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 255,000	5/20/2012
36	16967	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to Pond-Grover Loop Road	\$ 224,900	7/21/2014
37	16979	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to State Route 109	\$ 260,000	5/27/2014
38	16934	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 267,000	11/20/2012
39	16938	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 203,500	11/12/2012
40	16998	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 268,500	6/16/2013
41	2445	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 269,900	10/13/2013
42	2461	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to State Route 109	\$ 272,500	5/20/2014
43	2452	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	\$ 246,500	1/26/2014
44	2472	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 267,000	12/9/2014
45	2476	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 259,000	9/9/2013
46	2477	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road and State Route 109	\$ 245,000	7/16/2014
47	2481	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	\$ 253,000	5/31/2012
48	2485	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	\$ 218,219	12/11/2012
49	2503	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	\$ 253,000	9/2/2014
50	2507	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	\$ 222,000	12/3/2012

**Home Sales In Vicinity of Pond-Grover Loop Road (2012-2014)**  
**St. Louis County Data**

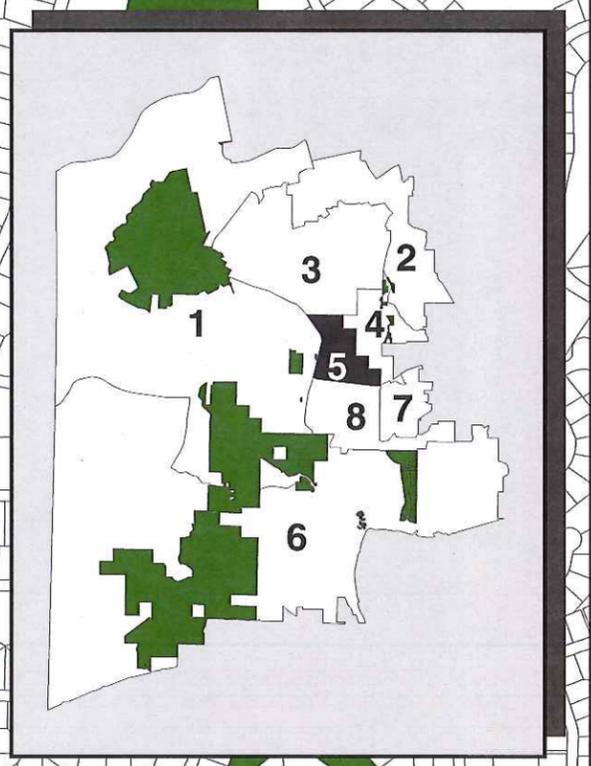
# on Map	House Number	Street Name	Subdivision	Through Street/Cul-de-sac	Location within subdivision	Perimeter/Interior Lot Location	Surrounding Elements	Sale Price	Sale Date
51	2511	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road and Sandalwood Creek Condominiums	\$ 265,000	11/18/2013
52	2536	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 259,900	3/16/2014
53	2587	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Backs to common ground	\$ 246,000	5/12/2013
54	2551	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 238,500	4/30/2012
55	2571	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	\$ 270,000	3/16/2014
56	16940	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 250,000	3/9/2014
57	16928	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 216,500	3/3/2014
58	16908	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 210,000	3/4/2012
59	16931	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Surrounded by other lots	\$ 255,500	4/10/2014
60	16716	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin & Pond-Grover Loop Road	\$ 251,000	7/20/2014
61	16870	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin	\$ 240,000	3/27/2013
62	16846	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Backs to retention basin	\$ 265,000	10/27/2013
63	16830	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Surrounded by other lots	\$ 183,000	6/18/2012
64	16829	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Surrounded by other lots	\$ 272,000	3/13/2014
65	16826	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Corner lot - Surrounded by other lots	\$ 190,113	9/15/2014
66	16810	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	\$ 239,400	3/3/2014
67	16802	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	\$ 167,000	3/25/2012
68	16780	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	\$ 214,900	6/23/2013
69	16739	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 214,900	8/5/2014
70	16720	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 267,500	7/22/2012
71	16724	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 248,400	1/20/2014
72	2	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	\$ 232,000	4/14/2014
73	32	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	\$ 259,000	6/17/2013
74	33	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	\$ 228,667	3/21/2012
75	57	Hickory Mound Court	Hickory Manor Village B	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	\$ 218,000	5/9/2013
76	16731	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Interior	Surrounded by other lots	\$ 174,000	9/17/2012
77	16755	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to other lots and Sandalwood Creek Subdivision	\$ 190,000	12/14/2014
78	16760	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	\$ 186,000	6/30/2014
79	16822	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 250,300	1/31/2013
80	16852	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 207,500	5/28/2012
81	16864	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 225,500	11/27/2012
82	15908	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 195,000	7/27/2014
83	15911	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 187,900	6/18/2014
84	15923	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 172,500	7/17/2012
85	15927	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 184,000	10/21/2012
86	15931	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	\$ 161,500	2/15/2012
87	15920	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 178,500	8/18/2013
88	15940	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 195,000	9/14/2014
89	15971	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Corner	Interior	Surrounded by other lots	\$ 233,176	4/3/2012
90	16660	Green Pines Drive	Hickory Manor Village D	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	\$ 235,000	5/7/2013
91	16648	Green Pines Drive	Evergreen	Through	Northwest Corner	Perimeter	Adjacent to Hickory Manor - backs to common ground	\$ 230,000	6/22/2014
92	16004	Sandalwood Creek Drive	Hunters Run	Through	East-Central	Perimeter	Backs to Pond-Grover Loop Road	\$ 187,959	3/21/2012
93	16016	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Pond-Grover Loop Road	\$ 143,000	10/26/2014
94	2333	Hunters Crest Drive	Hunters Run	Through	Northeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	\$ 170,000	3/14/2013
95	16028	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	\$ 173,500	12/3/2014
96	16036	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	\$ 165,000	12/3/2012
97	16044	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	\$ 167,000	7/10/2013
98	16052	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	\$ 162,000	10/17/2012
99	16056	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	\$ 150,000	10/21/2013

# Sales Data in Vicinity of Pond-Grover Loop Road (2012-2014)



# WARD FIVE

## CITY OF WILDWOOD, MISSOURI



**City Limits**

- Parks - Existing & Proposed w/Acreage
- Neighbor Park Options w/Acreage
- Ward 5 Schools
- Ward 5
- Parcels [12-2014 data]

**WILDWOOD**

0 250 500 1,000 1,500  
 Feet



\*Prepared by the Department of Planning | RVS\_5-2016  
 City of Wildwood | St. Louis County, Missouri

**Sampling of City Park Acreages for Comparison to Public Space Dedications**

Park Name	Developed Portion (in acreage)	Entire Park Property (in acreage)	Details
Town Center Plaza	0.21	0.7	Parking; town square; picnic area
Al Foster Memorial Trailhead	0.9	0.9	Parking; pavilion; (to be developed 2016)
Old Pond School	0.94	0.94	One-room schoolhouse building; pavilion; playground; restrooms; parking
Anniversary Park	1	13.07	Gazebo; playground; restrooms; parking; picnic area
Community Park - 109 Entry	2	2	Tunnel under 109; retention basin; future monument sign
Glencoe City Park	2	8	Mini-shelters; picnic areas; playground; trails; parking; restrooms; open play areas
Bluff View Park	5	116.89	Entrance drive; parking - automobile and horse trailers; trails
Kohn Park	---	2.61	Vacant
Woodcliffe Heights Park	---	6.48	Vacant
Public Space within Villages at Bright Leaf	---	1.21	Fronts Eatherton Road, just south of Sandalwood Creek Condominiums.
Public Space within Villages at Bright Leaf	---	1.65	Centrally located within development, and just west of Pond-Grover Loop Road possible extension and north of State Route 100
Public Space within Villages at Bright Leaf	---	4.9	Linear Park along Southern property limits stretching from Eatherton Road on the west to the intersection with Taylor Road on the east.



May 23, 2016

Mr. Rick C. Brown, PE, PTOE  
Director of Public Works / City Engineer  
City of Wildwood  
16860 Main Street  
Wildwood, MO 63040

RE: Pond-Grover Loop Road Traffic Study

Dear Mr. Brown:

As requested, Lochmueller Group has completed a traffic study evaluating neighborhood traffic flows for the possible completion of Pond-Grover Loop Road in Wildwood, Missouri. The connection of Pond-Grover from Route 109 to Route 100 (opposite Taylor Road) has been planned for some time, and a current residential development proposal known as Brightleaf may be required to construct a portion of the roadway while adding to area traffic. A City committee is currently considering whether to complete the final connection between Green Pines Road and the northern extent of Brightleaf subdivision.

The purpose of this study was to evaluate the traffic impacts associated with the completion of Pond-Grover Loop Road on the primary roadways within the adjoining neighborhoods. The study addressed conditions during the a.m. and p.m. peak periods as well as the total traffic flows over the course of a typical weekday. The study area, primary roadways, and the seven study intersections are shown in **Exhibit 1**.

### Existing Conditions

In order to evaluate traffic flows throughout the study area, seven intersections were evaluated. As part of the Brightleaf traffic study (completed in July 2015 by CBB) turning movement counts were collected at three of the current study intersections, during the morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak periods. From those counts, it was determined that the peak hours of traffic occur from 7:15 to 8:15 in the morning and from 4:45 to 5:45 in the afternoon.

Using these peak hours, turning movement counts were then collected at the remaining four study area intersections. The seven study area intersections are listed below:

1. Pond-Grover Loop Road at Hickory Manor Drive
2. Pond-Grover Loop Road at Green Pines Drive
3. Forest Leaf Parkway at Fullerton Meadows Drive
4. Forest Leaf Parkway at Green Pines Drive
5. Westglen Farms Drive at Fullerton Meadows Drive
6. Westglen Farms Drive at Green Pines Drive
7. Westglen Farms Drive at Forest Leaf Parkway

The existing peak hour traffic volumes are illustrated in **Exhibit 2**.

In addition to peak hour turning movement counts, the City collected weekly traffic counts at six mid-block locations. These counts were used to determine the Average Daily Traffic (ADT) for the study roadways, as summarized in **Exhibit 3**.

411 North 10<sup>th</sup> Street, Suite 200  
St. Louis, Missouri 63101

PHONE: 314.621.3395

As shown, daily traffic on the study roadways typically ranges from 1,100 to 1,700 vehicles per day (vpd). The only exception is Westglen Farms to the south of Fullerton Meadows where a combination of several feeder roadways and adjacent commercial development increase traffic to approximately 4,150 vpd.

In addition to the vehicular counts, pedestrian volumes were documented at each study intersection and observations were conducted adjacent to Green Pines Elementary School during arrival and dismissal periods. In general, pedestrian flows were light and no meaningful issues or concerns were documented near the elementary school.

Finally, in order to quantify the travel patterns through the study area, an origin-destination study was completed. License plate information was collected throughout the neighborhood during the morning (7:00 to 9:00 a.m.) and afternoon (3:30 to 5:30 p.m.) peak periods at the eight locations shown in **Exhibit 4**.

The license plate data was then matched up to determine where each vehicle began and/or ended their trip. This provided detailed information about existing travel patterns within and through the entire study area, which allowed for a reliable prediction of traffic diversions if Pond-Grover Loop Road is extended to Route 100.

#### **Traffic Diversions with Completion of Pond-Grover Loop Road**

In order to forecast the volume of traffic that would use Pond-Grover Loop Road if it is completed, the origin-destination information and traffic counts were analyzed. It was determined that traffic from several of the origin-destination pairs would be likely to divert, in part, to Pond-Grover if it is extended.

The routes are displayed in **Exhibit 5**. These pairs include routes between locations 1, 2, 3 or 4 and locations 6, 7 or 8. Location 4 was collected to ensure that any traffic traveling between Hickory Crest Drive and locations 6, 7 or 8 could be identified separately from those traveling further to the west.

It should be noted that very little cut-through traffic (through trips between Route 100 and 109) was documented during the origin-destination study. The relative travel time of traversing the lower-speed and more circuitous local streets versus using the Route 100/109 interchange provides little incentive to cut through the neighborhood. The extension of Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic, as travel speeds and the addition of a roundabout on the roadway within the Brightleaf subdivision would also result in slower travel paths as compared to using the interchange.

From the origin-destination data, it was determined that approximately 25 to 35 percent of the traffic currently using Green Pines Drive between Pond-Grover Loop Road and Forest Leaf Parkway would be diverted to the Pond-Grover Loop Road extension due to the shorter travel time that it would provide. This amounts to 25 to 40 trips in each direction during the morning and afternoon peak hours.

Additionally, a portion of the traffic from Hickory Manor Drive and Paradise Peak Circle which currently travels to/from Route 109 would be expected to divert to the Pond-Grover Loop Road extension to travel east on Route 100. In total, this would represent 15 to 20 trips during the morning and afternoon peak hour.

Based on the existing ADT counts, the directional distribution of traffic on Pond-Grover Loop Road is unbalanced with a greater volume of traffic headed westbound than eastbound over the course a day. This is likely due to the Eatherton Road intersection's  $\frac{3}{4}$  access which restricts left turns onto Route 109.

Specifically, residents destined for Sandalwood Creek Drive can enter the area from either direction on Route 109 but cannot use Eatherton Road to travel south on Route 109 without first heading north to the roundabout at Pond-Grover Loop Road and making a U-turn. Consequently, some motorists are traveling north and accessing Pond-Grover Loop Road via Hickory Crest Drive then heading west to Route 109. It is expected that approximately 10 vehicles per hour would divert from this route to the Pond-Grover Loop Road extension to head directly south to Route 100.

In addition to these quantifiable traffic flows that already exist within the neighborhood, it is anticipated that some additional trips would use the Pond-Grover Loop extension for local shopping activities. In particular, the introduction of a signalized access opposite Taylor Road would likely attract some shopping trips destined to the Town Center. It is estimated that approximately 20 peak hour trips would be added from these diversions.

In total, diversions from existing traffic within the area would be expected to add 90-115 peak period trips to the extension of Pond-Grover Loop Road. Based on existing hourly flows throughout the day, this would represent approximately 1,000 vehicles per day.

In addition to existing traffic diversions, traffic from the proposed Brightleaf subdivision would also use the new connection. The trip generation and directional distribution estimates in the traffic study for the Brightleaf subdivision were reviewed and it was determined that these estimates were reasonable. It is expected that approximately 20% of the proposed subdivision's traffic would use the Pond-Grover Loop Road extension to travel to/from the north on Route 109. This amounts to 20 to 30 vehicles using Pond-Grover Loop Road during the morning and afternoon peak hours to the south of Green Pines Drive, or approximately 360 vehicles per day.

To the north of Route 100, traffic generated by Brightleaf would be significantly higher. It is estimated that the new subdivision would add 110 to 140 vehicles per peak hour to the section of Pond-Grover Loop Road immediately north of Route 100, or approximately 1,620 vehicles per day.

In summary, based on *daily traffic estimates*, the following volumes would be expected to use Pond-Grover Loop Road if it is completed between Green Pines Drive and Route 100. The primary traffic diversions that would use the new roadway are shown graphically in **Exhibit 6**.

- 500 vpd diverted from Green Pines Drive
- 200 vpd diverted from trips currently heading west from Hickory Manor and Paradise Peak to instead head east on Pond-Grover towards Route 100
- 100 vpd diverted from Hickory Crest Drive heading west to instead head east on Pond-Grover towards Route 100
- 200 vpd diverted from Town Center trips
- 360 vpd from Brightleaf south of Green Pines and 1,620 vpd north of Route 100



In total, **the projected ADT utilizing Pond-Grover Loop Road upon its completion (and build-out of Brightleaf subdivision) would be approximately 1,360 vpd south of Green Pines Drive and 2,620 north of Route 100.** During peak periods, this amounts to approximately 140 and 260 vehicles per hour using Pond-Grover Loop Road south of Green Pines Drive and north of Route 100, respectively, or an average of 2-4 vehicles per minute.

### **Functional Classification & Recommended Design of Pond-Grover Loop Road**

The Federal Highway Administration (FHWA) has published information regarding roadway functional classification concepts, criteria and procedures. This information outlines distinction between different functional classification categories. East-West Gateway uses these guidelines to determine functional classifications for the roadways in the Saint Louis region. In the study area, most roads are classified as local roads with West Glen Farms classified as a Major Collector, Route 109 as a Minor Arterial, and Route 100 as a Principal Arterial.

Urban Minor Collectors serve both land access and traffic circulation in lower density residential and commercial/industrial areas and help distribute trips between local roads and arterials. Typical ADT volumes on Urban Minor Collectors range from 1,100 to 6,300 vehicles.

Local Roads make up the majority of roadways accounting for approximately 70 percent of total roadway mileage over an entire regional system. Local Roads provide direct access to land, provide access to higher-level roadways and typically do not carry significant through traffic. Local Roads typically have ADT volumes of 80 to 700 vehicles.

Based on both the ADT estimates and the types of trips expected to utilize Pond-Grover Loop Road, it would likely function as a **residential Urban Minor Collector**. However, it would be at the low end of a collector street from a traffic volume perspective.

**It is recommended that the roadway be designed with one lane in each direction and include traffic calming measures.** The second phase of this study will evaluate the roadway design and consider appropriate traffic calming measures in detail.

The roundabout and cross-section with a landscaped median proposed for the section of the roadway within Brightleaf will also serve to calm traffic, resulting in slower speeds and less propensity to attract any cut-through traffic. It is anticipated that these and other treatments will be considered along both the existing and new sections of Pond-Grover Loop Road as the study process moves forward.

It is our understanding that pedestrian crossings of Pond-Grover Loop Road, if extended, are a concern, particularly as it relates to interaction with Green Pines Elementary and crossings at the intersection with Green Pines Drive. Based on the projected volumes, traffic activity on Pond-Grover Loop Road in this area will be similar to current traffic on Green Pines Drive, Forest Leaf Parkway and Fullerton Meadows Drive, and it is our understanding that pedestrian conflicts have not been a concern on those streets. That said, it will be important to properly design the intersection of Pond-Grover Loop Road and Green Pines Drive to safely accommodate pedestrian crossings in all directions. The introduction of a landscaped median and/or a potential roundabout would facilitate two-stage pedestrian crossings, which would greatly enhance pedestrian safety.



Finally, it is our understanding that a park is under development on the west side of Route 109 and will connect to Pond-Grover Loop Road. While some neighborhood residents would use Pond-Grover (with or without its full extension) to access the park, the completion of the roadway would not be expected to attract regional traffic destined to the park. As noted previously, the use of the Route 100/109 interchange would remain a substantially quicker path for those trips, and the park's completion would not be expected to significantly alter the traffic volumes using Pond-Grover Loop Road south of Green Pines Drive.

We trust that you will find this traffic study useful in evaluating the prudence of extending Pond-Grover Loop Road between Green Pines Drive and Brightleaf subdivision. Please do not hesitate to contact our office with any questions you may have regarding this material.

Sincerely,

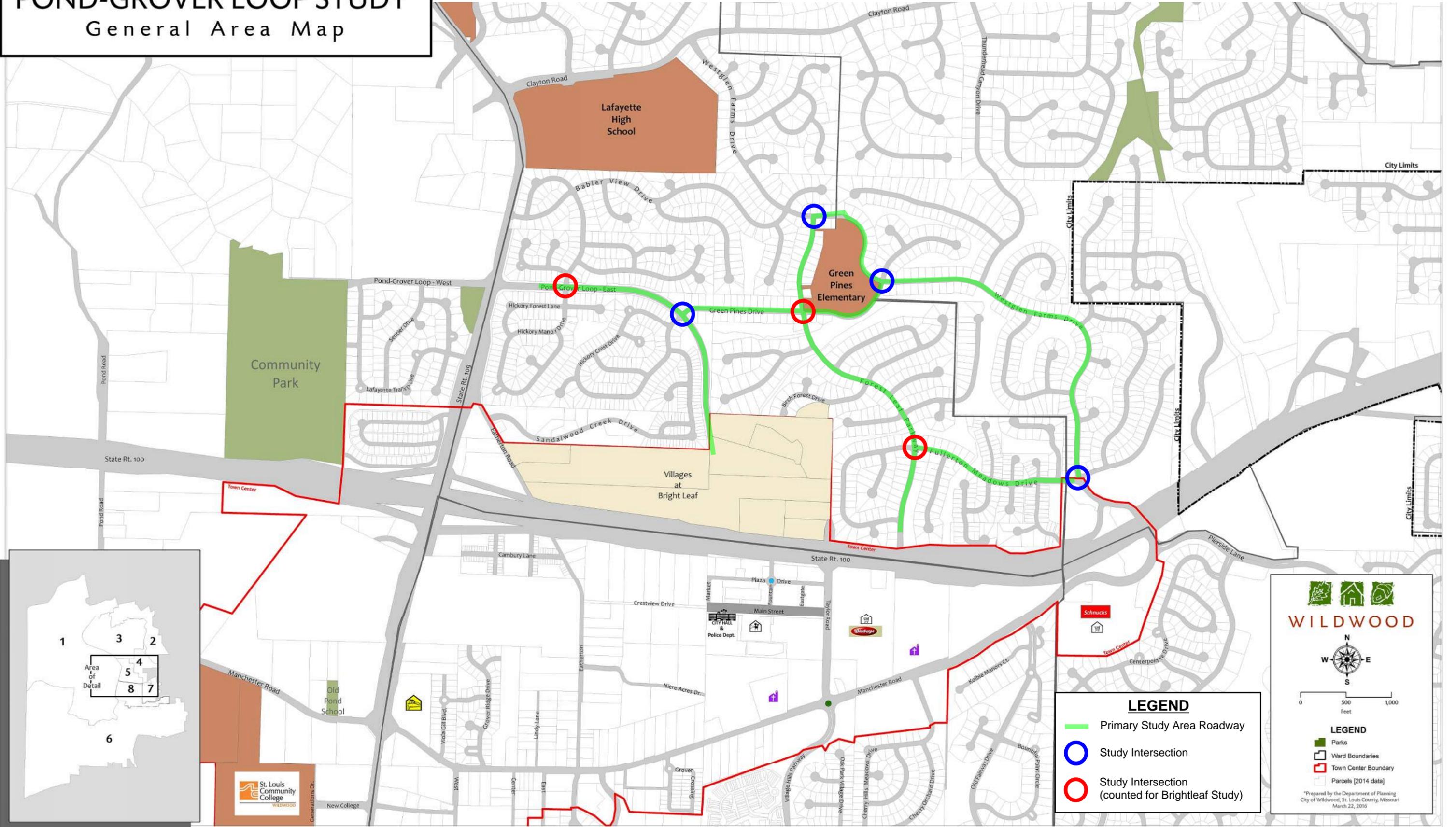
**Lochmueller Group, Inc.**

A handwritten signature in black ink that reads "Dustin B. Riechmann".

Dustin B. Riechmann, PE, PTOE  
Traffic Engineering Manager

CITY OF WILDWOOD, MISSOURI  
**POND-GROVER LOOP STUDY**  
 General Area Map

**EXHIBIT 1: STUDY AREA ROADWAYS AND INTERSECTIONS**



**LEGEND**

- Primary Study Area Roadway
- Study Intersection
- Study Intersection (counted for Brightleaf Study)

**WILDWOOD**

0 500 1,000  
Feet

**LEGEND**

- Parks
- Ward Boundaries
- Town Center Boundary
- Parcels (2014 data)

\*Prepared by the Department of Planning  
 City of Wildwood, St. Louis County, Missouri  
 March 22, 2016

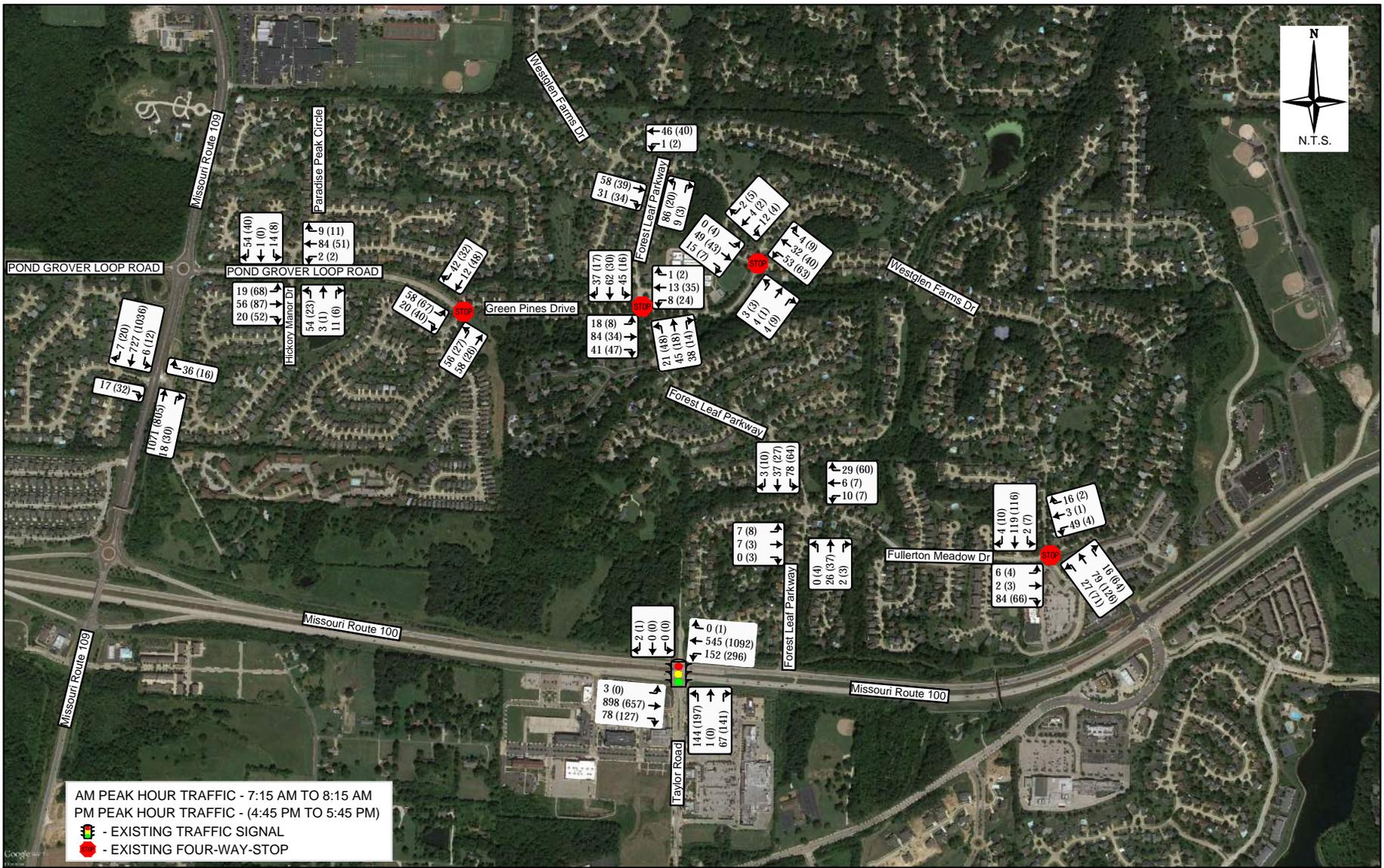
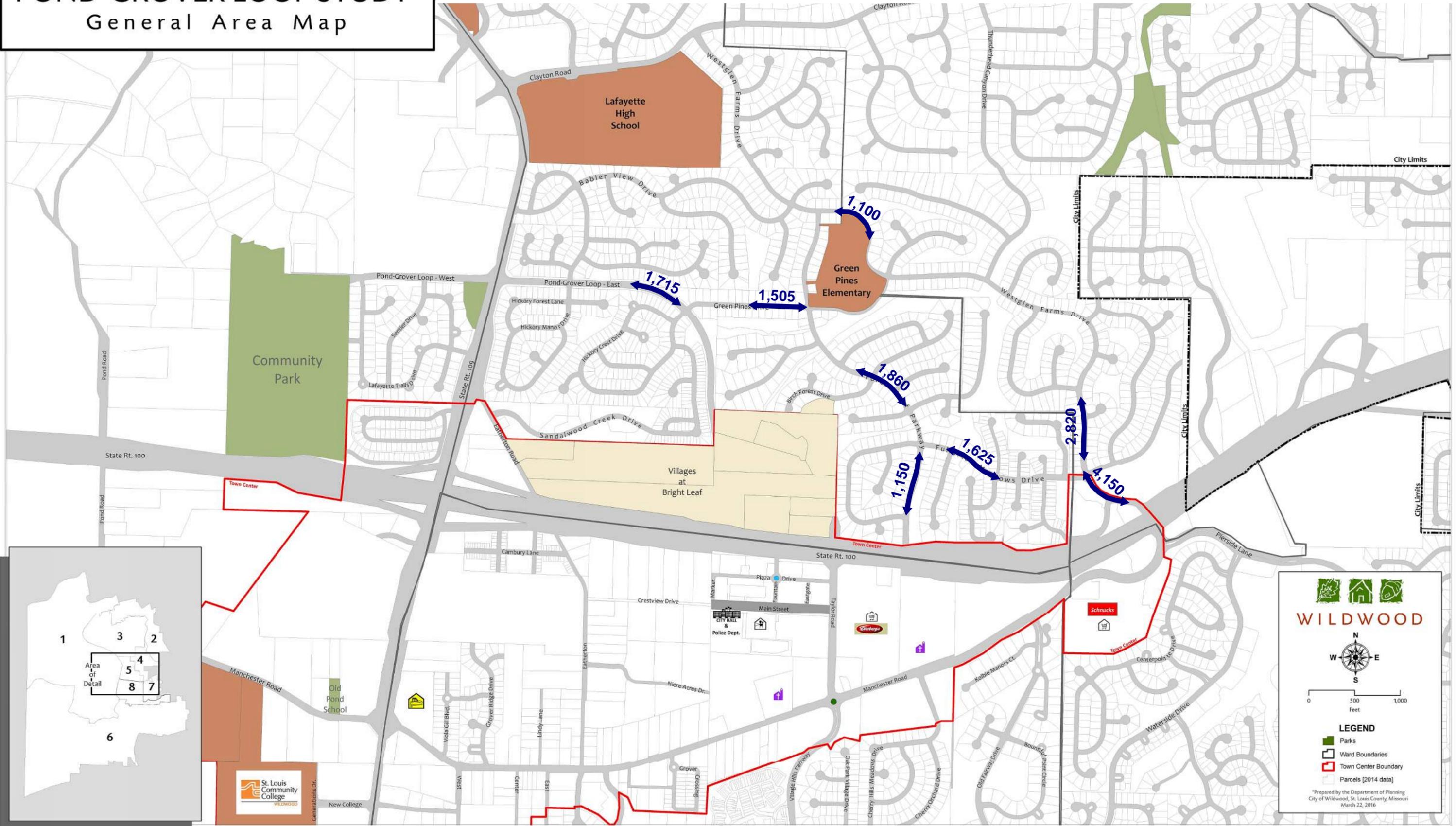


EXHIBIT 2: EXISTING PEAK HOUR TRAFFIC

CITY OF WILDWOOD, MISSOURI  
**POND-GROVER LOOP STUDY**  
 General Area Map

**EXHIBIT 3: AVERAGE DAILY TRAFFIC (ADT) ON PRIMARY ROADWAYS**



**WILDWOOD**

0 500 1,000  
Feet

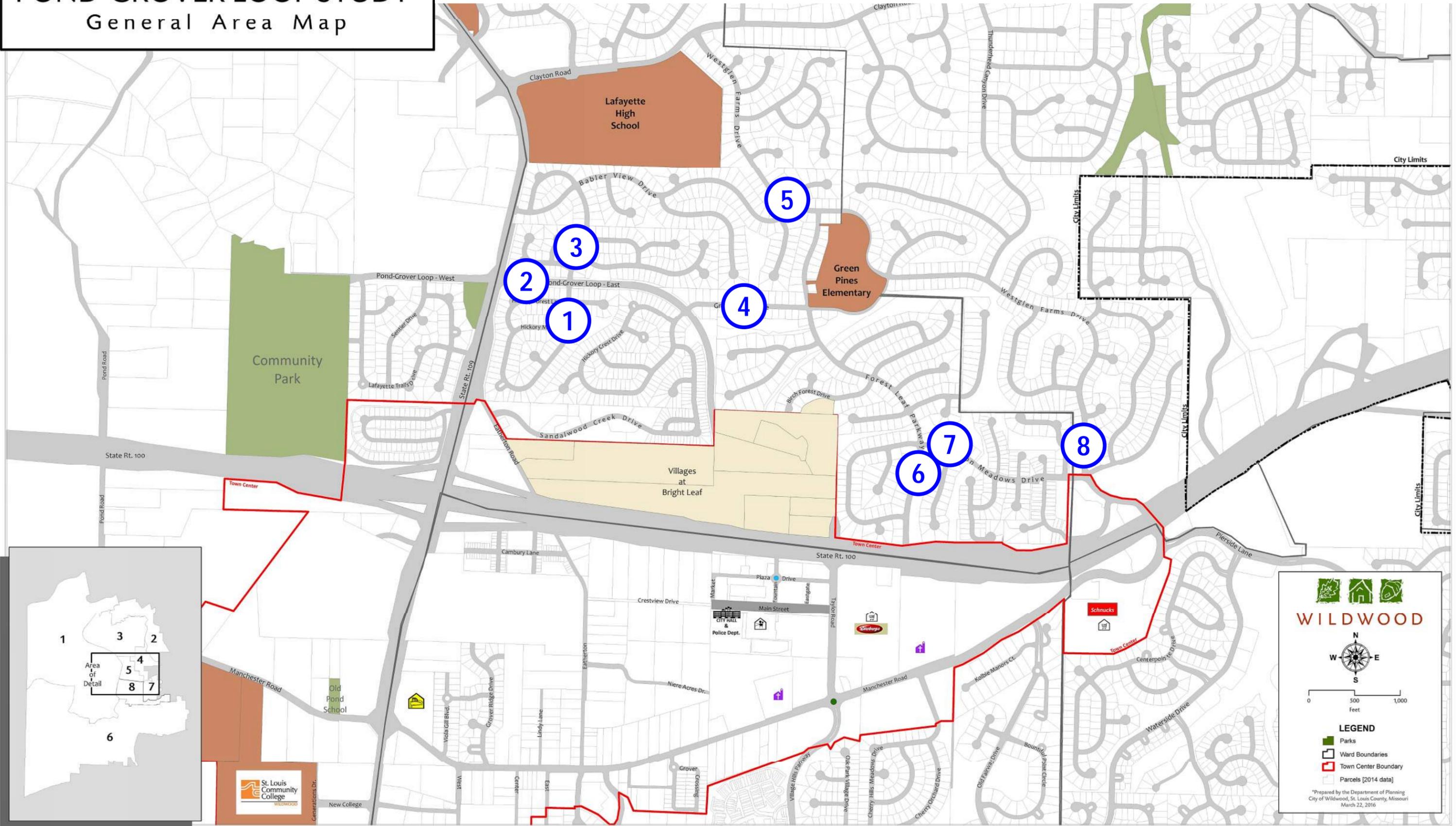
**LEGEND**

- Parks
- Ward Boundaries
- Town Center Boundary
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 City of Wildwood, St. Louis County, Missouri  
 March 22, 2016

CITY OF WILDWOOD, MISSOURI  
**POND-GROVER LOOP STUDY**  
 General Area Map

**EXHIBIT 4: ORIGIN-DESTINATION LOCATIONS**



**WILDWOOD**

0 500 1,000 Feet

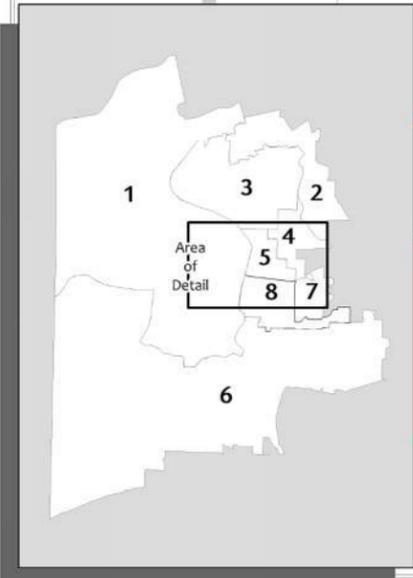
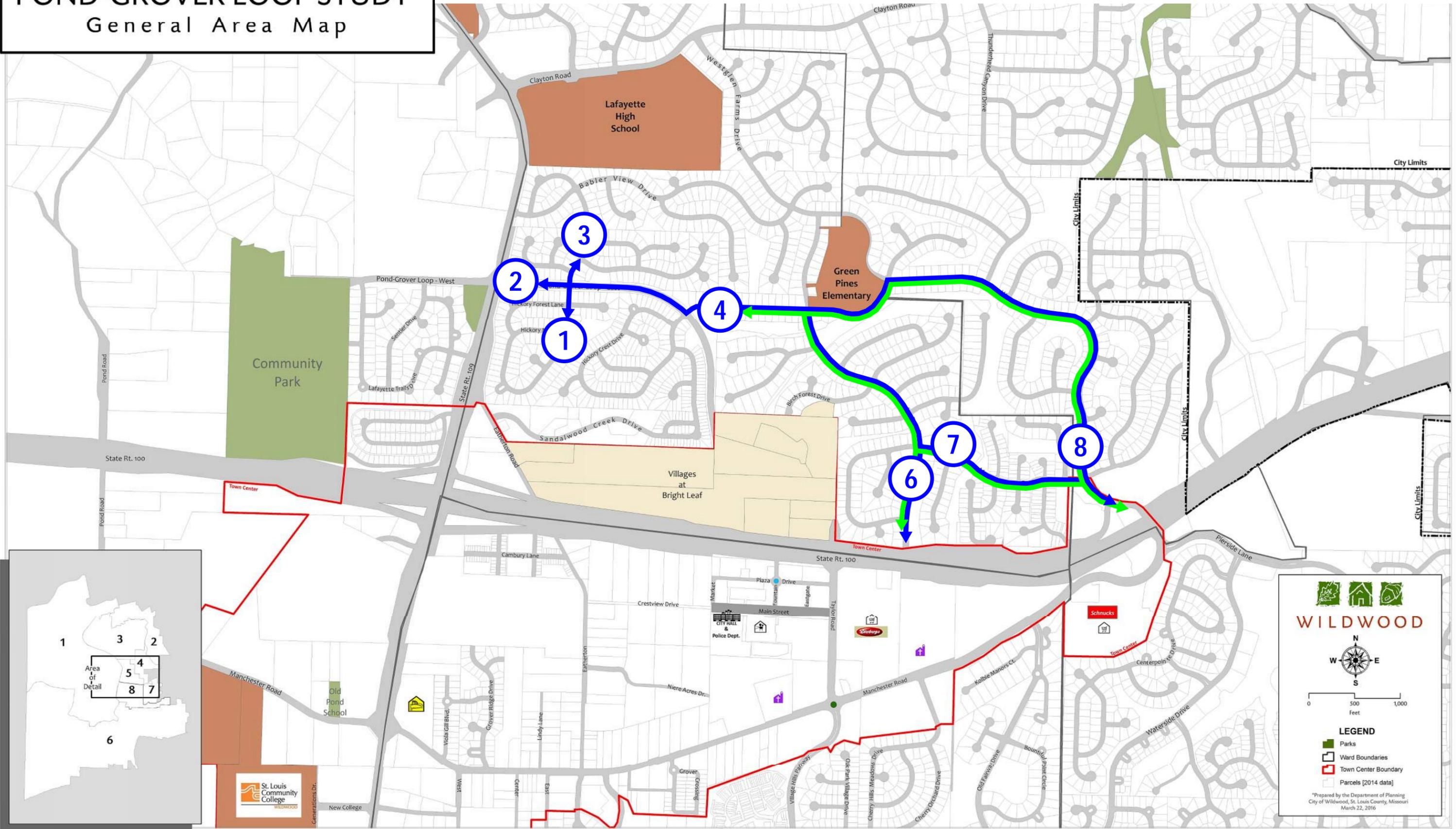
**LEGEND**

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CITY OF WILDWOOD, MISSOURI  
**POND-GROVER LOOP STUDY**  
 General Area Map

**EXHIBIT 5: KEY TRAVEL ROUTES BETWEEN ORIGIN-DESTINATION PAIRS**



**WILDWOOD**

0 500 1,000  
Feet

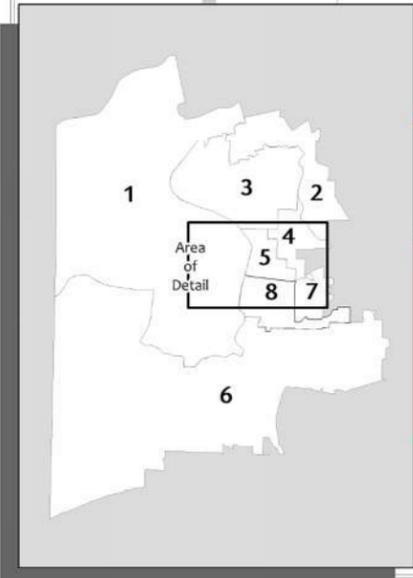
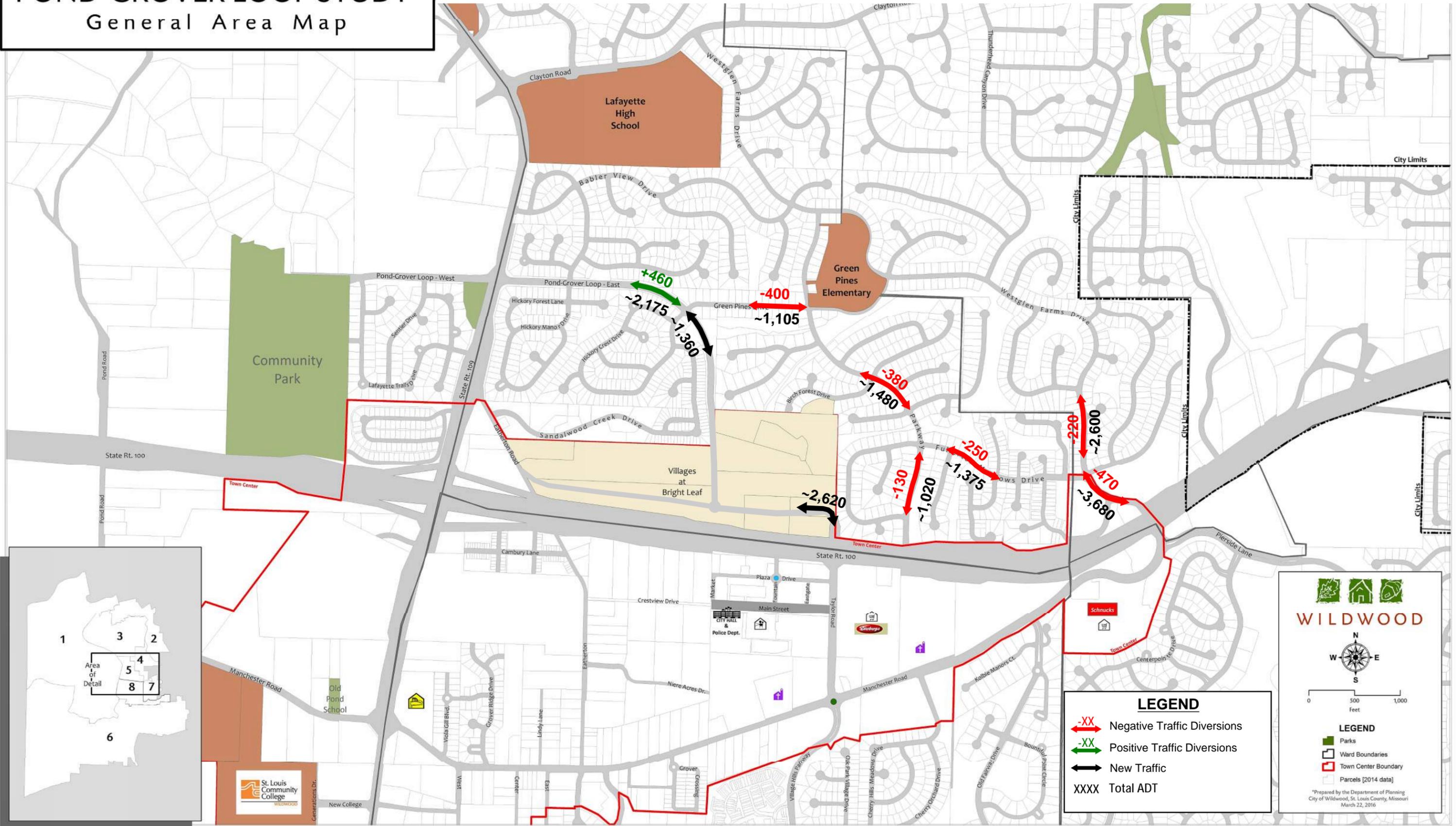
**LEGEND**

- Parks
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 March 22, 2016

CITY OF WILDWOOD, MISSOURI  
**POND-GROVER LOOP STUDY**  
 General Area Map

**EXHIBIT 6: PROJECTED DAILY TRAFFIC WITH POND-GROVER EXTENSION**



**LEGEND**

- XX Negative Traffic Diversions
- +XX Positive Traffic Diversions
- ↔ New Traffic
- XXXX Total ADT

**WILDWOOD**

0 500 1,000  
 Feet

**LEGEND**

- Parks
- Ward Boundaries
- Town Center Boundary
- Parcels (2014 data)

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